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COUNTRY	East Germany	REPORT	
TOPIC	Cottbus Airfield		50X1-HUM
EVALUATION		PLACE OBTAINED	50X1-HUM
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	20 October 1953
REFERENCES			
PAGES	4	ENCLOSURES (no. & type)	
REMARKS			
			50X1-HUM

The following air activity was observed at Cottbus airfield between 27 August and 11 September 1953:

27 August. Aircraft, probably Il-2s, repeatedly flew in formations of fours over Cottbus.

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29 August. MiG-15 and U-MiG-15s were repeatedly observed aloft. At 10:30 a.m., 2 large biplanes and 1 low-wing monoplane were parked in front of an open hangar, while the other hangars were closed. There was no activity at the field.

1 September. Beginning at 6 a.m., local flights were made by Yak-18s, by individual Yak-11s and a slow flying high-wing monoplane.

2 September. During the morning, local flights and aerobatics were made by Yak-18s.

3 September. There was no air activity. No aircraft were parked in front of the hangars.

4 September. Yak-18s practiced local flying and aerobatics up to about noon.

5 and 6 September. No air activity was observed.

7 September. Swept-back jet fighters were observed over the town after 7 p.m.

8 September. Six Yak-18s were counted at the take-off point. These aircraft practiced local flying up to about noon. Two aircraft each had white, yellow and red propeller hubs. One aircraft with a yellow propeller hub

50X1-HUM

SECRET

SECRET

- 2 -

50X1-HUM

9. September. Yak-18s were observed aloft, including two aircraft flying in formation.

10 September. There were rain showers during the morning. Light air activity was conducted by Yak-18s.

11 September. Seven Yak-18s observed at the take-off point performed aerobatics. There were 5 Yak-18s with red propeller hubs and the white Nos. 5 through 9, 1 Yak-18 with a blue propeller hub [redacted] 50X1-HUM
[redacted] with a yellow propeller hub [redacted] Almost 50X1-HUM
every evening during the first days in September, MiG-15 and U-MiG-15s 50X1-HUM
were observed over the town.¹

2. On 4 and 7 September, Yak-type aircraft practiced local flying over the field. On the evening of 4 September, 5 trainers, each with a group of 15 men who practiced getting in and out of the aircraft, were observed in front of the hangars. Explanations and orders were given by a man standing on each of the aircraft.

3. In early September, a VP senior lieutenant stated that Cottbus airfield was being used only for flight training of VP students, most of whom were very young, in addition to some older classes and a sizeable number of officers. [redacted] only old training aircraft were 50X1-HUM
available at the field. 50X1-HUM

4. [redacted]

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2

5. In early September, a VP sentry armed with a submachine gun was posted in front of the Hotel Ansorge in Cottbus and there was intensive traffic by VP officers.³ For the first time on 6 September, a VPL officer wearing a blue-gray coat was observed. The color resembled the former German Air Force color.

6. The following air activity and aircraft were observed at the field between 4 and 25 September:

4 September. Between 11 a.m. and 11:30 a.m., there was local flying by Yak aircraft. Another aircraft practiced aerobatics. 50X1-HUM

8 September. Between 11:30 a.m. and noon, six Yak aircraft with a white-bordered red star on both sides of the rudder assembly [redacted]

[redacted] Near the aircraft were two radio trucks, each with a black-red-golden flag, several trucks and sedans, a fire truck, and an ambulance.

SECRET

SECRET

- 3 -

50X1-HUM

9 September. At about noon, trainers [redacted] were parked at the eastern end of the runway. The aircraft with two-man crews took off individually, circled once over the field, then touched the runway and immediately took off again. After three local flights were performed in this way, the aircraft landed next to the runway. One aircraft was observed aloft performing aerobatics. The weather was sunny.

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14 and 16 September. At 3 p.m., no air activity was observed at the field. The aircraft were parked in front of the hangars.

17 September. An aircraft did aerobatics at 3:30 p.m.

18 September. Between 3:30 p.m. and 4 p.m., there was cloudy weather with intermittent rain showers. Individual take-offs and local flights were made at intervals of 6 minutes. Aerobatics were also performed.

50X1-HUM

22 September. Local flying was practiced. Between noon and 12:40 p.m., Yak aircraft [redacted] were observed at the east end of the runway.

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23 September. Between 11 a.m. and 11:30 a.m., aircraft individually took off at intervals of 1 minute, subsequently assembled in elements of twos and practiced flying for about 30 minutes duration. The weather was sunny and calm. After 1 p.m., a biplane repeatedly made flights over the town. Aircraft [redacted] were observed in the course of the day.

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24 September. There was the same air activity as on the preceding day. Aircraft [redacted] were identified.

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25 September. There was the same air activity as on the preceding days by aircraft with yellow and red propeller hubs. At about 2 p.m., 9 Yak aircraft, [redacted] were observed at the east end of the runway.¹

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7. Prior to 25 September, 12 aircraft crates were observed in the northeastern corner of the field. [redacted]

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8. The following observations were made at the field between 8 and 28 September:

8 September. Between 3:30 p.m. and 4:15 p.m., about 15 Yak-18s and a number of other aircraft with a two-man cabin and an in-line engine were observed at the field. About 40 men were seen near the aircraft. No air activity was observed.

SECRET

SECRET

- 4 -

50X1-HUM

11 September. Between noon and 12:30 p.m., local flights were made by Yak-18s.

14 September. At about noon, 11 aircraft were being towed out of a hangar. Later, take-offs were made.

18 September. At about noon, flying was practiced by the trainers stationed at the field. Two MiG-15s landed at the same time and took off in the afternoon.

21 September. Local flying was continually practiced by trainers between 3:15 p.m. and 3:40 p.m.

28 September. Local flights were continuously made by a biplane.¹

50X1-HUM

9. Between 5 p.m. and 7 p.m. on 14 September, no air activity or aircraft were observed at the field. At 12:10 p.m. on 21 September, no flights were made. At 12:20 p.m., a MiG-15 was observed at the field. The aircraft took off, circled once over the field and subsequently headed south. A Russian radio transmission was heard from the billeting buildings. Motor vehicles observed entering and leaving the field included sedans.

50X1-HUM

1. Comment. Cottbus airfield is occupied by the VPL headquarters of the Ministry of the Interior, the headquarters of the 600th VPL Div, the 601st VPL Regt, and the 301st Supply Bn. During the reported period, 21 numbers were observed on Yak-18s. Air activity observed indicates that flight training is now practiced on Yak-18s and occasionally on a Po-2. It is definitely believed that the MiG-15s, which were occasionally observed aloft, were flown only by Soviet instructors. It is assumed that the aircraft which were believed to be Il-2s or Il-10s were stationed only temporarily at Cottbus airfield. These aircraft possibly belong to the ground attack regiment which has been stationed in Finsterwalde since August 1953. The slow high-wing monoplane probably is a Yak-14 which is used as liaison and courier aircraft. 50X1-HUM
2. Comment. The sizeable number of VPL sedans confirm the presence of a higher echelon headquarters, in this case the VPL headquarters of the Ministry of the Interior. 50X1-HUM
3. Comment. Members of the VPL headquarters are quartered in the Hotel Ansoerge and the Hotel Zur Sonne. According to a previous report, these hotels had been requisitioned. 50X1-HUM

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